

COMMERCIAL INTELLIGENCE.

SATURDAY, 21st April.
EXCHANGE.

ON LONDON.
Bank Bills, on demand..... 374
Bank Bills, at 30 days' sight..... 374
Bank Bills, at 4 months' sight..... 374
Credits, at 4 months' sight..... 374
Documentary Bills, at 4 months'
sight..... 374

ON PARIS.
Bank Bills, on demand..... 457
Credits, at 4 months' sight..... 457
ON BOMBAY.—Bank, 3 days' sight..... 223
ON CALCUTTA.—Bank, 3 days' sight..... 223
ON SHANGHAI.
Bank, sight..... 724
Private, 30 days' sight..... 724

SHARPS.

Hongkong & Shanghai Bank Shares—154
per cent. premium
Hongkong and Shanghai Bank Shares—New Is-
land—152 per cent. premium
Union Insurance Society of Canton, Limited—
\$750 per share

China Traders' Insurance Company's Shares—
\$350 per share

North China Insurance—Tls. 1.90 per share

Yangtze Insurance Association—Tls. 1.60 per
share
On Tai Insurance Company, Limited—Tls. 148
per share
Canton Insurance Office, Limited—\$145 per
share
Hongkong Fire Insurance Company's Shares—
\$1,350 per share
China Fire Insurance Company's Shares—\$360
per share
Hongkong & Whampoa Dock Company's
Shares—3 per cent. premium
Hongkong, Canton, and Macao Steamboat Co.'s
Shares—\$345 premium
Indo-China Steam Navigation Co.'s Shares—2
per cent. premium
Chico and Manila Steamship Company, Limited—
\$223 per cent. premium
ARNHOLD, KARBERG & Co.—
Hongkong, 23rd August, 1882.
China Sugar Refining Company, Limited—\$200
per share
China Sugar Refining Company (Debentures)—
3 per cent. premium
Luzon Sugar Refining Company, Limited—Per
Hongkong Ice Company's Share—\$178 per
share
Hongkong and China Bakery Company, Limited—
\$80 per share

Chinese Imperial Loan of 1874—Nominal

Chinese Imperial Loan of 1877—Nominal

Chinese Imperial Loan of 1878—3 per cent. premium

Chinese Imperial Loan of 1881—28 per cent. premium

HONGKONG TIDE-TABLE.

From 20th April, 1883.

Date	HIGH WATER.		LOW WATER.	
	Mean Time	Height	Mean Time	Height
M. 23	9 10 43	1 10 2	10 45 2	0 45 2
Tu. 24	10 10 43	2 10 2	11 45 2	1 45 2
W. 25	11 10 43	3 10 2	12 45 2	2 45 2
Th. 26	12 10 43	4 10 2	1 45 2	3 45 2
F. 27	1 10 43	5 10 2	2 45 2	4 45 2
Sa. 28	2 10 43	6 10 2	3 45 2	5 45 2
Su. 29	3 10 43	7 10 2	4 45 2	6 45 2
Mo. 30	4 10 43	8 10 2	5 45 2	7 45 2
Tu. 31	5 10 43	9 10 2	6 45 2	8 45 2
We. 1	6 10 43	10 10 2	7 45 2	9 45 2
Th. 2	7 10 43	11 10 2	8 45 2	10 45 2
F. 3	8 10 43	12 10 2	9 45 2	11 45 2
Sa. 4	9 10 43	1 10 2	10 45 2	0 45 2
Su. 5	10 10 43	2 10 2	11 45 2	1 45 2
Mo. 6	11 10 43	3 10 2	12 45 2	2 45 2
Tu. 7	12 10 43	4 10 2	1 45 2	3 45 2
We. 8	1 10 43	5 10 2	2 45 2	4 45 2
Th. 9	2 10 43	6 10 2	3 45 2	5 45 2
F. 10	3 10 43	7 10 2	4 45 2	6 45 2
Sa. 11	4 10 43	8 10 2	5 45 2	7 45 2
Su. 12	5 10 43	9 10 2	6 45 2	8 45 2
Mo. 13	6 10 43	10 10 2	7 45 2	9 45 2
Tu. 14	7 10 43	11 10 2	8 45 2	10 45 2
We. 15	8 10 43	12 10 2	9 45 2	11 45 2
Th. 16	9 10 43	1 10 2	10 45 2	0 45 2
F. 17	10 10 43	2 10 2	11 45 2	1 45 2
Sa. 18	11 10 43	3 10 2	12 45 2	2 45 2
Su. 19	12 10 43	4 10 2	1 45 2	3 45 2
Mo. 20	1 10 43	5 10 2	2 45 2	4 45 2
Tu. 21	2 10 43	6 10 2	3 45 2	5 45 2
We. 22	3 10 43	7 10 2	4 45 2	6 45 2
Th. 23	4 10 43	8 10 2	5 45 2	7 45 2
F. 24	5 10 43	9 10 2	6 45 2	8 45 2
Sa. 25	6 10 43	10 10 2	7 45 2	9 45 2
Su. 26	7 10 43	11 10 2	8 45 2	10 45 2
Mo. 27	8 10 43	12 10 2	9 45 2	11 45 2
Tu. 28	9 10 43	1 10 2	10 45 2	0 45 2
We. 29	10 10 43	2 10 2	11 45 2	1 45 2
Th. 30	11 10 43	3 10 2	12 45 2	2 45 2
F. 31	12 10 43	4 10 2	1 45 2	3 45 2

The height of mean sea-level has been determined at 1,515
feet above zero at the tide-gauge at the Victoria Naval Yard;
and the height of the sea at Hongkong is 1,515 feet above zero,
the heights in these Tables are referred to as 5 feet above zero.
The heights in the Tables marked with a minus (-) sign are
below Low Water Ordinary Spring-tide and should be
subtracted from the heights given above.

HONGKONG TEMPERATURE.

From MESSRS. FALCONER & CO., Sanitary.

April 21st.

BOSTON—A. M. 58.30 P.M. 50.82
BOSTON—E. M. 58.30 P.M. 50.60
BOSTON—W. M. 58.30 P.M. 50.40
BOSTON—N. M. 58.30 P.M. 50.20
BOSTON—S. M. 58.30 P.M. 50.00
BOSTON—T. M. 58.30 P.M. 49.80
BOSTON—U. M. 58.30 P.M. 49.60
BOSTON—V. M. 58.30 P.M. 49.40
BOSTON—W. M. 58.30 P.M. 49.20
BOSTON—X. M. 58.30 P.M. 49.00
BOSTON—Y. M. 58.30 P.M. 48.80
BOSTON—Z. M. 58.30 P.M. 48.60

THE GOODWILL AND STOCK-IN-TRADE OF THE WATCHMAKING AND JEWELLERY BUSINESS OF THE JOHN NELSON.

For Terms and other Particulars apply to JOHN N. COX.

Hongkong, 3rd February, 1883.

FOUR SALE, CHEAP.

A. GUNBOAT'S BATTERY OF 30-POUNDERS

A. DAHLGREN'S SIDE-RIVETED GUNS (of
very long range); and 24-POUNDERS BRONZE
HOWITZERS, all on carriages, with a quantity
of Shot, Shell and Grope Shells. A Powerful STEAM
LAUNCH AS A TUG, with 6 tons of Coal, and
24 H.P. each, tested to 160 lbs. to the square
inch, 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7
ENGINES, from 5 to 12 H.P.; 1 new CENTRIF.
FUGAL PUMP, discharges 5,000 gallons of water
per minute; 1 POSTAGE JIB CRANE, 450
TONNES CAPACITY, from 2 to 2 1/2 inches
in diameter, with 10 ft. of chain; 2
50-FOOT LASH BOAT WHALE, by White
of Cowes, good as new.

For Particulars apply to J. M. ARMSTRONG,

Auctioneer, Queen's Road.

FOR SALE.

THE DWELLING-HOUSE OF THE JOHN NELSON.

Address, 1 QUEEN'S ROAD, Hongkong, 3rd January, 1883.

TO LET.

A. GODOVAN'S ROOMS FOR OFFICES,
upstairs, at 41, Queen's Road.

APPLY TO BIRLEY, DALRYMPLE & CO.

Hongkong, 14th April, 1883.

OFFICE AND ROOMS TO LET.

APPLY TO SANDER & CO., Queen's Road Central.

Hongkong, 18th April, 1883.

TO LET.

NO. 4, OLD BAILEY STREET.

NO. 5, QUEEN'S ROAD CENTRAL, lately
occupied by Mr. H. Hall, S. C. Co.
NO. 7, QUEEN'S ROAD, at present occupied
by Messrs. Davies & Co., and will be vacant
on the 30th June next.

NO. 25A, PRAYA CENTRAL.

APPLY TO DAVID SASOON, SONS & CO.

Hongkong, 11th April, 1883.

TO LET.

NO. 1, QUEEN'S ROAD CENTRAL, lately
occupied by Mr. H. Hall, S. C. Co.
APPLY TO DAVID LAPRAIK & CO'S
COMPRADE, Hongkong, 16th April, 1883.

TO LET.

NO. 1, QUEEN'S ROAD, at present occupied
by Mr. H. Hall, S. C. Co.

APPLY TO DAVID LAPRAIK & CO.

Hongkong, 16th April, 1883.

TO LET.

NO. 1, QUEEN'S ROAD, at present occupied
by Mr. H. Hall, S. C. Co.

APPLY TO DAVID LAPRAIK & CO.

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APPLY TO DAVID LAPRAIK & CO.
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EXTRACTS.

SOLITUDE.

Laugh, and the world laughs with you;
Weep, and you weep alone.
For the sad old earth must borrow its mirth,
But has trouble enough of its own.
Sing, and the hills will answer;
Sigh, it is lost to the air.
The echoes bound to a joyful sound,
But shrink from voices of pain.

Rejoice, and men will look at you;
Grieve, and they turn and go.
They want full measure of all your pleasure,
But they do not need your woe.

Be glad, and your friends are many;
Be sad, and you lose them all.

There are none to deplore your mastred woe,
But alone you must drink life's gall.

Feast, and your halls are crowded;
Fast, and the world goes by.

Succed and give it and help you live,

But no man can help you die.

There is room in the halls of pleasure

For a large and lonely train.

But one by one we must all die.

Through the narrow aisle of pain.

—LAURA WHEELER.

A SWEET DITTO.

Sandy was a country gardener, and like many other country lads, he had a sweet heart. One night Sandy told her that he "lik'd" her. "Awful well!" She simply responded. The Undersigned was not very sure what that meant, but thought it would be his father; so next day, while at work, he said, "Father, can ye tell me what 'ditto' is?" "—Ow ay, Sandy!" replied his father. "Doo ay see that cabbage?" "Yes." "And doo ay see that other one, that it's just the same?" "Yes." "Well, as she is ditto," "Gracious guidances!" exclaimed Sandy. "Did she on me a cabbage?"

PROPOSED SHIP CANAL ACROSS IRELAND.

The Freeman's Journal suggests the practicability of ship canal between Dublin and Galway. The distance, it says, is about 100 miles. It would shorten the passage to America by a day, and would reduce at least a million of acres. The land reclaimed recently from the Zuider Zee is worth £70 per acre. The cost of the Irish canal the Freeman estimated at £20,000,000. The surplus labour of the country might thus be employed profitably for years, and subsequently planted on the reclaimed land. The effects on Ireland, politically, socially, and commercially, would be incalculable. It sees no real difficulty in the plan, except that the English Government never would be induced to do anything big and really effective with regard to Ireland.

A TEL-EL-KHEBIR HERO'S ADVENTURE.

An incident of more than ordinary interest has just come to light in connection with the recent Egyptian campaign. A marine wounded in the chest by a splinter of a shell was afterwards attended to by the Hospital Army Corps, and subsequently removed to the hospital at Cairo. From thence, he was forwarded to Malta, and a few days since he arrived in England, together with a number of other convalescents. He made his way to the depot at Chatham, but no one seemed ready to acknowledge him. On pay-day he applied for his pay, and then found that he was marked off the register as dead. He was at some pains to prove his identity, and was finally shipped off to Portsmouth.

THE FRENCH CROWN JEWELS.

After much discussion, it has at last been resolved that the Crown jewels of France shall be sold towards the end of April. From the general sale the following are to be reserved, by reason of their exceptional interest: 1. The Regent Pitt diamond, bought from Pitt, Governor of Madras, by Philippe d'Orléans in 1717. This is reckoned the second largest diamond in the world, being surpassed only by the Orloff stone in the Imperial sceptre of Russia. 2. A sword, with a hilt of brilliants and magnificent goldsmith's work, made in 1824. 3. A scimitar, mounted with brilliants set in a triangle, that dates from 1472. 4. The Mazarin diamond, presented by the Cardinal to Louis XIV. 5. The watch given to Louis XIV. by the Doge of Algiers. 6. A ruby engraved with a chimaera, which is said to be the largest engraved ruby known, and 7. A "dragon and elephant of Denmark," magnificently wrought in enamel—admirably.

GAS FOR NOTHING.

Scientific prophets have foretold that a day will come when the "residual products" resulting from distilling coal will be so valuable as to reduce the price of gas to a mere nothing. That good time has not arrived, it must be confessed; but if we may believe the confident assertions of a gentleman at Chester, there is already in existence an appliance which goes a long way towards fulfilling these predictions. He claims to know a peculiar description of oven for making coke which, without the help of a high chimney, enables those who use it to drive steam engines without any expense for fuel. Every ton of coal consumed in the oven yields coke worth 7s. and tar and ammonia worth 4s. in addition to 14,000 feet of gas. If, therefore, the first two products are sold, the price—1s.—more than pays for the slack coal from which they were derived, as well as for labour, wear and tear, and interest on the capital sunk in plant. The manufacturer consequently gets 14,000 feet of gas for nothing from every ton of coal subjected to the process, and this he can use instead of fuel to generate steam.

"THE BROTHERS CHEREBLEY" OF DICKENS.

In Mr. Smith's newly-published autobiography of "James Nasmyth, Engineer," (John Murray, London), a highly interesting account is given of an interview which Mr. Nasmyth had, when 20 years of age, with the Messrs. Grant of Cannon Street, Manchester. The "Brothers Cherebley" of Dickens, having called upon Daniel Grant in the City, he was invited to dine with him, and "my brother William" in Mosley Street. After the meal was over, William asked him his age. "Twenty-six." "That is a very young age, sir, which to begin business on your own account?" "Yes, but I have plenty of work in me, and I am very economical." "But what is your capital?" He said that in cash it was only £25. "What?" he said. "That will do very little for you when Saturday nights come round." "That's true," he answered; "but as there will be only myself and Archy Jorry (his factotum) to provide for, I think I can manage to get along very well until profitable work comes in." William whispered to him to "keep his heart up," and next day the young engineer found himself endowed with a credit of £25,000 at 3 per cent "and no security." At parting Mr. Grant "gave me a sort of wink I shall never forget—a most knowing wink. In looking at me he seems to turn his eye round, and brought his eyebrows down upon it in a sudden and extraordinary manner. I thought it was a mere confirmation of his kind advice to 'keep my heart up.' It was not until two years after that I found from a mutual friend that the eye in question was made of glass."—*Literary Notes in Daily Mail.*

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP, £100,000 Sterling.
RESERVE FUND UPWALES, £120,000 Sterling.
ANNUAL INCOME, £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant INSURANCES on Current Rates.

HOLLAND, KARBERG & CO.
Hongkong, 1st October, 1882.

P H E N I X F I R E O F F I C E.

The Undersigned are now prepared to

GRANT POLICIES OF INSURANCE against FIRE at the following Rates:

On First-class European Tenements, at 1/4, Not per Annum.

On First-class Edifices, not Mandarins stored

thereon, at 1/4, Not per Annum.

On Carpets, at 1/4, Not per Annum.

On Potolom, at 1/4, Not per Annum.

DOUGLAS LAPRAK & CO., Agents for PHENIX FIRE OFFICE.

Hongkong, 1st August, 1882.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS POLICIES at 1/4, Not per Annum, and other rates.

Agents of all the Treaty Ports of China and Japan, and of Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTREE, Secretary.

Hongkong, 27th March, 1882.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned, having been appointed Agents for the above Company and engaged to pay Policies of Insurance against Fire on the usual terms.

ARNOLD, KARBERG & CO.

Hongkong, January 1882.

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) £1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq., CHANG HO, Esq.

CHIN TO CHAI, Esq., YIP YUN TIEN, Esq., and ten others.

HO SHEN CHEE, Esq., Secretary.

THE GRANTS POLICIES on MARINE RISKS at Current Rates.

HO SHEN CHEE, Esq., and others.

HO SHEN CHEE, Esq., Secretary.

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